

this developed area with no identifiable enforcement measures that would improve operations. With the exception of the Cherry Point U.S. Marine Corps Air Station, there is not a concentrated employment center in the study area. This lack of concentrated civilian employment centers, combined with the large volume of regional traffic, precludes the use of flexible work hours to effectively improve traffic service on existing US 70. Turn prohibitions and partial access control are currently in place along the section of US 70 from Slocum Road to NC 101, but do not eliminate the operational deficiencies caused by the signalized intersections along this section. Signal coordination and optimizing signal timing would improve traffic flow. However, the overall level-of-service would not change dramatically without the addition of through and turn lanes. The operating speed is currently restricted due to the number of traffic signals along the roadway.

TSM operational improvements will not substantially achieve the goals of the project by improving the level of service for local, regional, and statewide traffic along the US 70 corridor. These improvements would not enhance the ability of US 70 to serve the regional transportation function in accordance with the Strategic Highway Corridors<sup>2</sup> Plan. Therefore, TSM operational improvements do not meet the purpose and need, and were eliminated from further consideration for this project.

### **2.2.2. Physical Improvements**

Examples of TSM physical improvements include the addition of turn lanes, intersection realignment, warning, and information signs, new signals, and high-occupancy vehicle (HOV) lanes. Physical improvements require greater capital investment than operational improvements; however, the benefits are more substantial. Existing US 70 through the study area is a four-lane, divided or five-lane, undivided section. Turn lanes are provided at most of the signalized intersections. Intersection realignment and HOV lanes are not feasible due to roadside development and limited right-of-way. Striping, warning devices, and improved signing may reduce accidents, but will not substantially improve traffic flow or the level of service.

TSM operational and physical improvements will not reduce the traffic congestion enough to improve the levels of service on US 70 to an acceptable level. The existing mixture of through and